

The Lane County News

W. A. DILL, Editor and Mgr.

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MONDAY, FEB. 14, 1916

FAIR PLAY FOR RAILROADS AND EMPLOYEES

The S. F. Examiner advocates what seems to be a mutually fair plan of settlement of the threatened universal railroad strike.

The organized employes are demanding ten hours pay for eight hours work and time and a half for overtime.

At present they have a ten-hour day, and the Examiner suggests that railroads concede the eight-hour day but not the overtime.

Experience shows that many employes will do as little work as possible during a short workday to create as much overtime as possible.

This dishonesty on the part of employes defeats the object of an eight-hour day and makes labor cost unfairly high to the employer.

In their own interest, in the interest of the railroads, and in the interest of the public the Examiner demands that overtime be withdrawn.

Labor should desire a short workday, as there will be opportunity for employment of more men, and only the labor-hog wants extra overtime.

The railroads should concede the eight-hour day but not for ten hours pay, as the eight-hour day is established for state and nation.

Of seven million wage workers in the United States nearly a million are employed by the railroads and are now well-paid for labor.

The American people want the railroad employes to have a reasonably short workday, and to be well paid for their labor.

The also want the railroads to earn a reasonable return on their business and investments, and they should mutually agree.

To pay ten hours wages for eight hours work at present schedules means to increase labor cost of operation twenty per cent.

A twenty per cent increase will come out of the pockets of the producers and consumers, increasing high cost of living.

BAROMETERS OF BUSINESS

Next to lumber the railroads are probably the most accurate barometers of business for the Pacific Northwest. Almost all of the roads west of the Mississippi have been and are making decided recoveries in earnings, and the Northwestern roads particularly, thanks to the record grain crop, are leaving far behind last year's earnings totals.

The Wall Street Journal has compiled interesting tables covering the operations and earnings of the Big Four, the Great Northern, Northern Pacific, Northwestern and St. Paul roads. It says: "While increase in gross revenues vary from 5 to 9 per cent operating expenses show no such proportionate increase, and have been running close to last year's or not more than 2 per cent over. Consequently net gains show large percentage changes, going as high as 31 per cent for the five months ended November 30, 1915."

So far as the proportion of gross revenues saved for net goes, the Great Northern easily leads all of the other three. With gross earnings \$9,560,000 less than Northwestern and \$7,500,

000 less than St. Paul. Its net was \$5,400,000 and \$4,200,000 was \$5,400,000 and \$4,200,000 better respectively. Gross earnings per mile of all the four are fairly close, Northern Pacific leading with \$5088. Great Northern had the largest per mile net.

Primarily this is due to the very low rate of maintenance of the Great Northern road. Its cost of carrying traffic, too, is much less. While the opening of spring will bring about new equipment and longneeded repairs which will undoubtedly lower the net earnings for the next six months, there is every indication that the gross earnings will continue to increase and it is gratifying to know that there is a sufficient balance on the right side of the ledger to warrant the railroads in spending money in improvements.—Telegram.

TURNING THE CORNER

It is excessively humiliating, both to statesmanship and to journalism—which are theoretically doing the steering—that our troubles mostly cure themselves, so far as they get cured at all. For many months, up to about September last, the railroad system had been in a languishing state. Many and eloquent were the appeals to do something about it. Nothing was done about it—until the invalid gave a groan and a yawn, got out of bed, and started up the road like a thoroughbred in the home stretch.

Since about September railroad earnings have been climbing in a manner that, to the best of our recollection, is entirely without precedent in the country's history. Two great systems recently reported gains of a hundred per cent in net earnings for a month. Probably the Interstate Commerce Commission's report, not yet available, will show that the roads of the country, as a whole, gained a hundred million dollars net in November and December.

This means more railroad building, more buying of materials, more employment of labor, and finally higher wages. It is one of the best of sound prosperity. So far as leadership anywhere is concerned, it just happened of itself.—Saturday Evening Post.

SPRINGFIELD WRITE UP IN EASTERN PAPER

Continued from page 1

was for many years the only supply station and rendezvous of the early pioneers. During the same year, the mill race, which has since proved of inestimable value to the Booth-Kelly Lumber company, was dug. The following year or in 1853, Mr. Briggs and his son Elias erected a saw mill and grist mill on the banks of the Willamette at the foot of what is now Mill street, operated by water power and which they conducted for many years and which subsequently gave place to the present mill of the Booth-Kelly company and S. H. Baker's flouring mill. At the present time the largest lumber mill of the Booth-Kelly company is operated at Springfield, giving direct employment to over 500 men and distributing annually for wages alone, approximately \$450,000 or \$39,000 per month.

Springfield is a brilliant example of American energy, push and enterprise. The same character of persistent effort and energetic progressiveness that has laid the corner stone and foundation of our largest cities in the west, is today the predominating spirit among the residents of this progressive city with its growing population of contented people. Springfield has two modern electrically driven saw mills, the largest steam electric power plant on the Pacific coast, miles of paved streets, excellent sewerage, electric street cars, unexcelled schools and churches, beautiful homes and is surrounded by a large valley of more than 20,000 acres of very fertile and productive land devoted to hop raising, fruit growing, dairying and general farming. Situated in the midst of one of the finest bodies of timber in the world, estimated at 50,000,000,000 feet, all of which

must seek its channels for eastern and foreign distribution through Springfield; midway between the beautiful Willamette and McKenzie rivers with wonderful possibilities for the generation of cheap power; with railroads radiating north, south, east and west, containing the 330 acre site recently purchased by the Southern Pacific company for their great machine and car shops and terminal grounds which will be the largest and most modern on the Pacific Coast, to employ 1,500 to 2,000 men and being at the gateway of the McKenzie, Mowhawk and upper Willamette rivers, all of which are now abounding in fish and game, a veritable hunters, trappers, and anglers paradise. The future commercial and industrial growth of the city is going to be rapid and sure.

OREGON SONG

Oh! beautiful hills of Oregon,
And deepest blue of the sky,
The lovely flowers and fruitful showers,
The birds that wing on high!
Our hearts with rapture turn to thee
For this great wealth of harmony
And we proclaim thee joyously
Our Oregon, our home.

The snow-capped peak of mountain,
The green of pine-clad hill,
The sunset of the evening sky,
The murmur of the rill;
Our hearts aspire, attuned to thee,
For Truth, for Love, for Liberty;
And we proclaim thee joyously
Our Oregon, our home.

We're gathered here from every clime,
And dwell in concord sweet,
The brotherhood of man our aim,
The strong to help the weak,
Encircling all our vast domain
As wave o'er wave, our love sweeps on;
With hearts exultant we exclaim:
"OREGON, OUR HOME!"

[The music of this song was composed by J. Norman Waterhouse, prominent as a teacher and in musical activities in Eugene. He is also secretary of the Eugene Philharmonic Society, one of the most noteworthy musical organizations in the Northwest. "Oregon Song" was given its first public recital as a chorus number by the Philharmonic Society January 18th, and was received with much favor. The melody is charming and has an easy-flowing rhythm. The words, composed by Mrs. Waterhouse, especially those of the third verse, echo in fine poetic style one of the fundamental principles upon which the Grange was founded. "Oregon Song" could hardly find a more harmonious setting than would be given it by a place on the programs of Oregon Granges.]

WEST SPRINGFIELD WILL GIVE PLAY AT BELL

The cast for the drama to be given by the West Springfield Literary Society at the Bell Theater Friday evening, Feb. 18, is as follows:

"Dot, the Miner's Daughter," Farmer Mason, Harry Nixon, Mrs. Mason, Nell Nixon; Herbert Mason, (young lawyer) Herbert Hansen; "Dot," the miner's daughter, Mabel Weller; Royal Meadows, (Dot's lover) Norman Burn; Mr. Clifton (miner) John Alexander; Mrs. Clifton, (author) Florence Furuset; Winnifred Clifton (daughter) Lucille Spurgeon; Arthur Floyd (villain) John Alexander; Policeman, Elbe Signor; Bill Torry (ruffian) Bennie Davidson; Clergyman, Chester Mason; Ebony (colored boy) Royal Collins; Hapzibah (colored cook) Dove McGee.

Good piano music and vocal solos will entertain the audience between acts. No long awkward pauses. Admission adults 25 cents and children 15 cents.

It is estimated that Astoria spent \$150,000 for new buildings in 1915. Monmouth spent about \$25,000 for new buildings in 1915.

Harney County Tribune is a new paper at Burns.

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NOTICE TO CREDITORS

Notice is hereby given that S. M. Cranmer has been appointed administrator of the estate of Lucy C. Cranmer, deceased. All persons having claims against the said estate are hereby notified to present the same, duly verified, with the proper vouchers, to the said administrator, at the law office of J. M. Devers in Eugene, Oregon, within six months from the date



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of the first publication of this Summary, to-wit: within six months from the 31st day of January, A. D. 1916.

S. W. CRANMER, Administrator.

J. M. DEVERS, Attorney for Estate. Jan. 31-Feb. 28

Office Ninth and Pearl Sts. Telephone 666

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Over Commercial Bank, Springfield, Oregon.

Jas. Corsaw has re-opened his shoe repair shop in the west half of the Stevens bicycle shop, Main St. near Seventh.

HERBERT E. WALKER

NOTARY PUBLIC

Office in City Hall, Springfield, Ore.